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PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
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[a351]

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Hongkong, 29th April, 1908. [a364]

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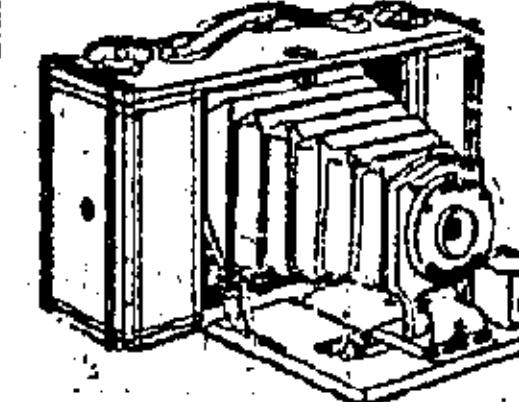
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Hongkong, 12th April, 1911. [a591]

[a747-2]

NOTICES OF FIRMS

THE MERCANTILE BANK OF INDIA, LIMITED.

NOTICE

I HAVE THIS DAY ASSUMED Charge of the Branch of this Bank in Hongkong.

F. C. MACDONALD.

Hongkong, 29th April, 1911. [a69]

NOTICE

THE Interest and Responsibility of Mr. EDMUND ELIAS HUMPHREYS in our Firm CEASED on 31st December, 1910.

JOHN D. HUMPHREYS & SON.

Hongkong, 29th April, 1911. [a62]

NOTICE

THE HONGKONG IRON MINING COMPANY, LIMITED.

NOTICE

DURING my Absence and until further notice Mr. EDGAR BRUCE SHEPHERD has been appointed Acting Secretary.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,

Secretary.

Hongkong, 29th April, 1911. [a653]

NOTICE

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE

DURING my Absence and until further notice Mr. EDGAR BRUCE SHEPHERD has been appointed Acting Secretary.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,

Secretary.

Hongkong, 29th April, 1911. [a654]

NOTICE

WE BEG to Notify that Mr. H. OISHI

has been transferred to our Moji Office,

and Mr. Y

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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 2ND, 1911.

The reception accorded the new Anglo-Japanese Treaty in Japan has been apparently a mixed one. In official circles, of course, nothing has been heard but praise, but free-lances, like Count OKUMA and others, are inclined to see in it another diplomatic failure. The tendency to find diplomatic failures in Japan's foreign policy is quite a sign of the times. It was advanced at the time of the annexation of Korea when it was learned that Japan had agreed to keep the present Korean tariff in force for another ten years, an agreement, by the way, which it would appear from a statement made in the British Parliament, was forced on Japan by the British Government. The cry of diplomatic failure was also heard in connection with the new Japan-United States Treaty, where it was somewhat reasonably pointed out that the relegation of the objectionable clause in the old Treaty concerning Japanese immigrants to a separate statement was merely a matter of form, the critics holding that it was of small importance whether it was embodied in the Treaty itself or attached to it. The objectionable point in regard to the old Anglo-Japanese Treaty was the Tariff Convention attached, and it was hoped that it would be possible to get rid of this in framing the new Treaty. The excitement aroused by a somewhat unfortunate statement by a

responsible Japanese Minister and the subsequent strong protests are still fresh in the memory. The result was that to the new Treaty is attached a Schedule in which a few articles of British manufacture are specified to which reduced Customs duties are attached. Great Britain, in return, promising to continue to admit duty free certain Japanese staples. Such a Treaty is, of course, open to criticism, although there seems to be no truth in the statement that the publication of the Treaty was withheld until after the protraction of the Diet. It is interesting to note that the opposition to the Treaty in Japan is not directed against the reduction of the duties, but to the form in which the reduction has been made. It is claimed that instead of forming what is practically a Tariff Convention the reduction of the duties should have been made in the statutory tariff. There is no objection to making reciprocal tariff conventions, such as presumably will be made with France and Germany, but there is strong objection to one-sided tariff conventions being formed such as that with Great Britain, where Japan receives nothing in return for the substantial reductions allowed on British staples, for the agreement on the part of Great Britain that she will continue to admit certain Japanese goods duty free, though obviously framed as a *quid pro quo*, is not taken very seriously in Japan, where a change in Britain's fiscal policy is not considered as probable. In other words, while the critics agree that the duties on British staples under the Japanese statutory tariff are too high, and that it was necessary to make concessions to Japan's ally, they strongly object to any appearance of Japan being placed in a derogatory position. The national pride of the Japanese, a factor always to be reckoned with, is immediately aroused when there appears anything in her relations with the other Powers tending to indicate that she is not their equal, and it is held that the agreement with Great Britain does place Japan in such a position of inequality. On behalf of these critics it may be fairly claimed that they are now voicing the views held by the Japanese Government before the opening of the negotiations, when it was certainly not expected that Japan would find herself making a Customs convention with a free-trade country. The Government's change of attitude bears eloquent testimony to the strength of the Alliance, without which delicate negotiations would have been quite impossible. As for the effect of the reductions in maintaining the import of the British goods, although the manufacturers in England are reported to regard them as farcical, by which presumably is meant that the reductions are not sufficient, there is reason to believe that they are sufficient to enable Great Britain to compete with Japanese manufacturers. Somewhat inflated ideas appear to be held as to the development of Japanese industries and the ultimate fate of all foreign manufacturers imported to Japan is regarded very pessimistically. It does not require a very careful investigation, however, to show that Japan still lacks the skill necessary for the best work, and that this alone is sufficient to increase the cost of her manufactures to a level with those of Europe, the quality remaining inferior. Further, the idea on which such pessimistic views are founded—that the best customers are countries of low industrial development and that trade with Japan will therefore decrease in proportion to the rise of industrialism in that country—seems to be not founded on facts, already, although several imports to Japan have been superseded by home manufacturers, the bulk of the import trade has grown immensely, and when we consider that Great Britain's best customers are highly developed industrial countries like Germany and the United States it seems not unreasonable to look forward to a great increase in the trade with Japan growing with the wealth and importance of that country. No doubt there will be some changes in the lines of commodities which Japan will take, but as long as British manufacturers are able to compete with other countries in regard to quality the probabilities of a loss of trade are remote.

The Rev W. P. G. Field, M.A., has resigned the Chaplaincy of Christ Church, Yokohama, which he has held for nine years.

Publication of the Macao newspaper *A Verdad* has been again suspended by order of H.E. the Governor of the Colony.

Two Lukongs were charged at the Magistracy yesterday with indecently exposing themselves and using abusive language to two girls. The hearing was remanded.

A collapse took place yesterday at the Mohammedan temple in Shelley Street. The wall of an outhouse gave way, and an Indian who was smoking his hookah was injured about the back.

The Hon. Sir Paul Chater, C.M.G., and the Hon. Mr. Henry Kewick, Delegates of the Colony to the Coronation, leave by the German mail steamer to-morrow for England.

Two men arrested in connection with the death of a passenger on the s.s. *Kwongtai* last month were brought before Mr. Hallifax at the Magistracy yesterday and remanded.

A group photograph of the five Volunteer officers of the Coronation contingent who left for Home by the *Assay* on Saturday was taken by Mee Cheung at the approach to Blake Pier.

The health return for last week showed that there had been seven cases of plague reported in the Colony, three of enteric fever (one fatal), one of relapsing fever, and fourteen of small-pox, twelve of whom died.

John Rolli, who described himself as a Canadian, was brought before Mr. Hallifax at the Magistracy yesterday charged with having stowed away on the s.s. *Prinz Sigismund*, from Manila, and pleading guilty was sentenced to one month's imprisonment.

Three men who went on board the launch *Yonne* armed with iron bars and assaulted the coxswain were yesterday committed to prison for the offence, the first being sentenced to six weeks' imprisonment, the second to two weeks, and the third to one week.

A coolie who entered the servants' quarters at the residence of Mr. D. Macdonald in Macdonell Road during the night and stole several pieces of silver was found guilty enough to wake the boy as he was leaving. The latter gave chase and captured the thief, who was sentenced to fourteen days' imprisonment.

The return of visitors to the City Hall Library and Museum for the week ending the 30th April, shows that of non-Chinese there were 462 to the Library and 162 to the Museum, and of Chinese 179 to the former and 3,002 to the latter. The Library was, therefore, used by 647 persons and the Museum by 3,171.

The dangers of jumping on a train car from the wrong side have been illustrated in the case of a local European constable who attempted to board a train in motion on the Shaukiwan Road. He forgot about the standards placed in the middle of the road and as he stood on the steps was dashed with considerable force against one of these. He was thrown to the ground and was picked up unconscious. He is now in hospital.

On the arrival of the E. and A. Company's steamer *Eastern*, at Kobe, H. H. Prince Leopold of Battenberg was removed to the Oriental Hotel. His Highness had not recovered from his recent illness, and consequently was unable to leave the hotel. The Prince is accompanied by Dr. McIlroy, who was formerly in practice in Kobe with Drs. Thorncraft and Miller. His Highness is expected to leave Yokohama on the 8th inst. by the *Empress of India*, on his way Home for the Coronation.

An extensive theft of ginseng was carried out in a most daring manner the other day. Three men went to a firm in Connaught Road and made certain representations on the strength of which they were given fire balls of ginseng valued at \$1,050. They asked that one of the firm's fokis should accompany them to the office of Messrs. Arnhold, Karberg & Company, and the foki went off with them. Arrived at the office of the company two men proceeded upstairs with the ginseng, leaving one man with the foki below on the understanding that they would return with the money. But the men and the ginseng disappeared. The police were apprised of the occurrence, and they have succeeded in arresting the three men, but the ginseng has not been recovered. The case was mentioned at the Magistracy yesterday and remanded.

SUPREME COURT.

Monday, May 1st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING JUVENILE JUDGE).

AN ACCOUNTANT'S CLAIM.

Action was brought by Leung Sui Hang against Mui Chan Si to recover \$516.50, being balance due the plaintiff for work and labour done as accountant.

Mr. Otto Kong Sing appeared for the plaintiff, and defendant was represented by Mr. Reader Harris of Messrs. Wilkinson & Grist.

Mr. Kong Sing informed the Court that the plaintiff brought the action for work and services rendered the defendant as accountant. The plaintiff was an accountant by profession, and was called in by the defendant to make up accounts of her deceased husband's estate for probate. Plaintiff worked from time to time and at all times for 289 days, and he received an acknowledgment from the defendant for certain amounts amounting to about the sum claimed. Plaintiff would put in an account of the different dates and different times he worked. The acknowledgments were drawn up by the brother of the defendant, and were signed by her in the presence of two other witnesses.

His Lordship—I don't want you to disclose your defence, Mr. Harris, but do you dispute what has been done?

Mr. Harris—Yes, I say that what work has been done has been paid for.

Evidence was called and the hearing adjourned.

PLAQUE IN HONGKONG.

Down to mid-day on Saturday only 7 cases of plague had been reported in the Colony. During the 48 hours ended noon yesterday 13 further cases were reported, bringing the total to 20. Three of these cases came from boats, 7 from Centre Street (six of them being from one house), while other cases were from Un Fuk Lane, Mosque Street, and Queen's Road East.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
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[DAILY PRESS EXCLUSIVE SERVICE.]

REVOLUTION SPREADING
IN KWANGTUNG.

FIGHTING EXPECTED AT CANTON.

CANTON, May 1st.

The revolutionary trouble is spreading to other towns. There have been riots at Fatshan and the town has been partly burnt.

At Shiu-hing the Prefect has been assassinated, and so also has the Magistrate at Samshui.

Fighting is expected here (Canton) to-day.

Seven gunboats are stationed off the Shameen.

LATEST NEWS.

CANTON, May 1st.

Passenger traffic on the Kaitshau railway was suspended yesterday, the trains during the day being employed in carrying soldiers to Fatshan.

Yesterday the gates of Canton were closed.

We learn that news reached the Colony last night of fighting taking place in Canton not far from the Shameen, but we have received no confirmatory telegram. Our Chinese issue, the *Chung Ngai San Po* last night received a telegram from Canton contradicting the reports that the rebels have destroyed the Yamen at Fatshan, and saying that they have not yet reached that city, though they are marching towards it.

THE PLAGUE INQUIRY.

INTERESTING EVIDENCE.

PEKING, May 1st.

The evidence given at the Plague Conference confirms the view that the disease originated in tarts, and there is circumstantial evidence of its being occasionally transmitted by mules.

The decline in the epidemic is mainly attributable to the precautionary measures adopted. The alleged attenuation of the bacillus is not supported, the view taken being that the virulence of the epidemic was maintained throughout by sputum particles alone.

The theory of the infectivity of the breath is unsupported.

FROM SOUTHERN PAPERS.

THE DYNAMITE OUTRAGE AT LOS ANGELES.

London, April 24th.

At Indianapolis, Macnamara, the International Secretary of the Structural Ironworkers of America, has been arrested on charges of murder, and complicity in the blowing up of dynamite of the offices of the *Los Angeles Times* newspaper on October the first last year.

A quantity of dynamite and fuses were found in the basement of the headquarters of the Union.

PRINCE HENRY AS AVIATOR.

London, April 24th.

Prince Henry of Prussia made a brilliant aeroplane flight from the Darmstadt Parade ground, flying for forty minutes at an average height of five hundred feet and covering in all thirty-two miles.

He descended owing to a defect in the motor and glided gracefully down amidst the cheers of the troops.

AN ELECTION MATTER.

London, April 24th.

The Unionists have decided not to contest the seat in East Dorset rendered vacant by the Hon. E. W. Guest's promotion to an Under Secretaryship.

EXTENSIVE FIRE IN TIENSIN.

Word was received in Shanghai last week that there had occurred a large fire in the French Concession, Tientsin, during which a godown containing cotton, and a show-room, both belonging to Messrs. Arnhold, Karberg & Co., had been burned. The premises of Messrs. Mackenzie & Co., situated about one block distant, were also burned, but the extent of the loss of the two firms has not yet been ascertained.

SHIPPING NOTES.

The *Yuenshing*, which left on Saturday for Manila put back on Sunday for repairs to her boilers and left again yesterday.

A Japanese steamer, conveying pilgrims, sank last week in the Inland Sea, and of those on board twenty were drowned, while forty are missing.

Mr. Calver, chief officer of the N.Y.K. *Kangawa-maru*, has been appointed to command the *Tenshin-maru*, running between Japan and Shanghai.

The E. & A. *Empire* went ashore last week near Moji. Storms prevented immediate salvage, but the position of the steamer was not dangerous. The passengers and cargo were saved.

The *Indrapura* (Captain D. Manfield), now in port, leaves for Japan to-morrow and will be transferred to her Japanese purchasers at Kobe. The *Invicta*, belonging to the same company, has recently been wrecked at Madagascar while outward bound for Japan. We learn that the *Indra* Line has four new ships building, two of them for the China trade.

The old wreck on the eastern extremity of Bonny reef, which lies half-way between Singapore and Hongkong, is reported by the captain of the steamer *Glenallock* to be still visible, although the masts and funnel have disappeared. This is the wreck of the Norwegian ship *Ragnar*, that stranded on the reef about two years ago.

The *Osaka Shosen Kaisha's* steamer *Canada Maru*, which has just left for Victoria and Shanghai and Japan ports, is making her maiden voyage. The *Canada Maru* is the sixth of the Company's trans-Pacific steamers. In design she possesses the same features as her sisters, the *Prussia Maru* and the *Mexico Maru*. Built at Nagasaki Dockyard, her gross tonnage is 6,064 tons and her net register 3,760 tons. She is 408 feet in length, her beam is 49 feet 8 inches and her depth is moulded to 30 feet. A silk and parcel room is one of her features. Her derricks are capable of lifting 40 tons, and her speed is 15 knots.

Clyde shipbuilders have been invited to tender for one or more steamers of a 5,000 shaft horse-power for the Canadian-Pacific Railway at Atlantic traffic. The new steamers are to take the place of the Empresses on the Liverpool route.

From Lloyd's agent in Hongkong (Mr. John Lambert) we have received the returns of vessels lost, condemned, etc., during the last quarter of 1910. British and Colonial ships lost totalled 35, giving a percentage per vessels owned of 35. The largest percentage was 1.57, that of Spain, who lost eight vessels of smallish tonnage. The smallest percentage was that of Sweden 21. Austria-Hungary, the Netherlands, Central and South America and "Other Countries" came through the quarter without loss of any kind. Of sailing vessels the highest percentage lost was 2.92 owned by Norway, but Sweden came next with 2.56. The largest number of ships lost was Norway's 22, America coming next with 21.

Lord Furness has given to Messrs. Richardson, Westgarth & Co., Middlesbrough,

NOTICE.

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NEW ADVERTISEMENTS

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THE Steamship

"CAPRI."

Captain Figari, will be despatched as above on SATURDAY, the 13th inst., at NOON.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 2nd May, 1911. [4]

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th inst., at NOON, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 6th inst., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., LTD., Agents.

Hongkong, 1st May, 1911. [561]

NORDDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 6th inst., at 9.30 A.M.

All Claims must reach us before the 10th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO., General Agents.

Hongkong, 1st May, 1911. [5]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER of the COMPANIES ORDINANCE, 1865 to 1890.

and

IN THE MATTER of the KWONG HUP LUNG COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a

Petition for the winding up of the above-named Company by the Supreme Court of Hongkong was on the 6th day of April, 1911, presented to the said Court by HOF FUNG CHEUNG KEE firm of No. 32, Wing On Street, Victoria, Hongkong. And that the said Petition is directed to be heard before the Court sitting at Victoria, in the Colony of Hongkong, on THURSDAY, the 11th day of May, 1911, at 10.30 A.M. and any creditor or contributary of the said Company desirous to support or oppose the making of an order on the said Petition may appear at the time of hearing by himself or his Counsel for that purpose, and a copy of the Petition will be furnished to any creditor or contributary of the said Company requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 10th day of April, 1911.

D'ALMADA & SMITH,

Solicitors for Petitioners.

Note—Any person who intends to appear on the hearing of the said Petition must serve on or send by post to the above-named Notice in writing of his intention so to do. The Notice must state the name and address of the firm and must be signed by the person or firm or his or their Solicitor (if any) and must be served or if posted must be sent by post in sufficient time to reach the above named not later than 6 o'clock in the afternoon of the 10th day of May, 1911. [596]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909, and an INTERIM DIVIDEND of Thirty Dollars per Share for the year 1910, will be Payable on WEDNESDAY, the 26th instant.

Warrants may be had on application at the Office of the Society on and after that date. By Order of the Board.

C. MONTAGUE EDE,

Secretary.

Hongkong, 27th April, 1911. [644]

THE CHINESE ENGINEERING AND MINING CO., LTD.

NOTICE.

A INTERIM DIVIDEND of ONE SHILLING per Share, free of tax, on account of year ending 28th February, 1911, has been declared by the Directors of the above Company.

COUPON No. 16 is Payable on the 1st May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the RUSSO-ASiATIC BANK at Tientsin and Shanghai.

J. S. DOBIE,

Agent.

Hongkong, 1st May, 1911. [655]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE, No. 4309, dated 3rd April, 1895, for Two Shares Nos. 8,771 and 17,546 in this Company, standing in the name of Mrs. ANNA JOSEFA CARNEIRO, de LECAROZ (since deceased) of Macao, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no others will be acknowledged.

For the Board of Directors.

T. F. HOUGH,

Chairman.

Hongkong General Purposes Committee.

Hongkong, 21st April, 1911. [624]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE, No. 3046, dated 1st January, 1890, for Twenty-five Shares, Nos. 19,271 to 19,275 and Nos. 19,851 to 19,870, and the Certificate No. 5,126, dated 1st February, 1899, for Twenty Shares, Nos. 5,871 to 5,875 and Nos. 9,701 to 9,715 in this Company, standing in the name of Mr. JUAN LECAROZ (since deceased), of Macao, have been LOST, and if at the expiration of One Month from the date hereof the above documents be not forthcoming other Certificates will be issued by the Company and thereafter no others will be acknowledged.

For the Board of Directors.

C. PEMBERTON,

Secretary.

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T. F. HOUGH,

Chairman.

Hongkong General Purposes Committee.

Hongkong, 21st April, 1911. [624]

FOR SALE.

FOR SALE OR TO LET.

"K. ENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd February, 1911. [270]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 35 at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS,

MAKING LOTS 31 and 35 at PRAYA EAST.

SOLE AGENTS FOR KISHIDAKE Coats.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI KABATSU, WAKAMATSU, KORE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable address for above: "IWASAKI" Code, A1, ABC 5th Ed., Western Union.

AGENCIES—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: MESSRS. GEARING & CO.

MANILA: MESSRS. MACDONALD & CO.

SINGAPORE: MESSRS. BORNEO CO., LTD.

For Particulars, apply to

Y. SHIBUYA,

Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 29th April, 1911. [636]

ON SALE.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at \$6, \$7 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [603]

WITH DOG AND GUN IN THE NEW TERRITORY."

BOUNDED VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1910. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

PRICE ONE DOLLAR.

Hongkong, 28th March, 1911.

[596]

INTIMATIONS

G. R.

CAUTION.

WHEN Submarines are taking in petrol at the Asiatic Petroleum Company's Wharf at Tai Kok Tsui, a Red Flag will be hoisted on the Flag Staff at pier head, also Red Flags will be placed on the Buoys to N. and W. N. W. of such pier.

No Ship, launch or other vessel shall approach this Wharf or within 250 yards of such when the Red Flags are hoisted and all traffic shall pass to the Westward of the Buoys when flying Red Flags.

C. W. BECKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 23rd April, 1911. [657]

G. R.

CAUTION.

AS Submarines will be constantly exercised in the vicinity of this Port, and in view of the difficulty that passing vessels have in observing these Boats, a large Square Red Flag will be displayed from the vessel in Company with the Submarines (usually a Destroyer or Gunboat) and this Flag will be flown whenever Submarines are practising in the Waters of the Colony or those adjacent to it.

The vessel flying the Red Flag should be given a birth of at least one mile. When, however, this from any reason cannot be given, the vessel flying the Red Flag must be approached at a slow speed and a good look-out kept for Submarines until the approaching ship can be warned by word of mouth of the danger zone.

C. W. BECKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 28th April, 1911. [658]

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

CAN YOU FIND A BETTER OFFER THAN THIS?

1. Government and Municipal Guarantees for the ultimate repayment of principal, at least at par.

2. Possibility of Premiums, the smallest affording ample interest on your outlay, the largest constituting a Fortune.

3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS

give you these opportunities

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £10 to £10,000, or at the very least, their full nominal value.

EASY PAYMENTS.

We sell these bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £1 to £20.

We are the largest Dealers in the world. Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers,
3, Rue de la Bourse, Paris (France).

245

"As Sound as a Bell"

is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; physical force; and mental energy and vigour. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk

Thanks To

the strengthening and invigorating qualities of the World's famous medicine—BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

Beecham's Pills.

Sold everywhere in boxes, price 9/- (20 pills), 1/- (56 pills) and 2/- (168 pills).

THE WRECK OF THE ASIA.

(Continued from page 3.)

No warning was necessary to summon the crew and passengers on deck. Everybody sought the open air at once, but, although there was naturally considerable excitement, nothing whatever in the nature of a panic took place. As will be seen from the appended lists, a large proportion of the foreign passengers consisted of women and children, and there were also about 70 Asiatic passengers, 57 of whom were Chinese. But everybody behaved most admirably. The Captain, the officer of the watch and a couple of quartermasters were on the bridge, and remained there doing their duty like good seamen to the very last. The officers and crew went quietly to their stations and told the passengers off to their respective boats. Mr. Aitken, the Chief Engineer, saw to it that all the passengers had life-belts and that the belts were properly adjusted, and every boat on the ship was promptly lowered. There was no fuss, no hurry, but there was also no delay. The ship soon began to settle and list to the port side, so the boats were all got to that side and then the passengers were put over the rail from the main deck, and sent down pilots' ladders to the boats. The sea was calm, the wind light, and steady, and no difficulty whatever was experienced in getting the people into the boats, and before they left the ship it is only safe to them to put the fact plainly on record that no one murmured, no one wept, no one misunderstood or hesitated to obey orders—no one—neither man, woman nor child, Caucasian or Asiatic.

This first boat to leave the ship's side got away at 5.40, the seamen of the *Asia* rowing this and all the other boats that were to follow. The boats were pulled to a little cove around the island, where a smooth beach offered a convenient landing place, and here the shipwrecked people stepped ashore.

Plenty of provisions of all sorts, canoes for tents, wraps and rugs were brought in abundance from the ship, and the crew, aided by the male passengers, and by a number of the women as well, set about preparations for making everybody as comfortable as possible, but fortunately the camping out was not to be prolonged, for as events shaped themselves, help was forthcoming after many hours had elapsed.

The same disastrous current which had sent the *Asia* off her course in the fog brought the *SS. Shantung*, Captain Wavell, into the immediate neighbourhood of Finger Rock. She came in sight about 10 a.m., and as soon as Captain Wavell saw the masts of the *Asia* he knew that something must be amiss, and so stood right in to ascertain in what manner he could be of assistance. He lowered his boats, but they were not required, for the *Asia*'s passengers set off in their own boats and pulled out to the British steamer, where they were most hospitably and sympathetically received.

They brought along with them all the mail and luggage and ship's papers, which had all been taken, as we should have mentioned before, off the *Asia* in the first boats that left her.

But while all this had been going on Captain Gaukroger and the officers and men who had remained with him on board the *Asia* had been living a very lively time indeed with the pirate fisherman dwelling in the neighbourhood. These marauding gentrified, to the number, Mr. Healy estimates, of at least 1,000 at least, descended like a flight of ravenous birds upon the wrecked ship. She had no sooner struck than they swarmed around her in scores of sampans, attempted to rush her, and were only persuaded to keep sufficiently far off to allow the transfer of the *Asia*'s passengers to the life-boats by a free display of force, in the course of which revolvers and shot-guns were fired into the air by the ship's officers. After the boats left the ship there remained on board Captain Gaukroger, the First Officer, Mr. J. H. Hill, the Chief Engineer, Mr. Aitken, two or three other engineers and Mr. M. H. Hunt, the purser. These men immediately found themselves engaged in a regular battle with the fisherman people, who swarmed around again as soon as the boats had left, and at last, despite repeated fusillades—which they were quick to see were being fired chiefly into the air—fairly rushed the stranded ship and came on board. Captain Gaukroger and his little following, reduced in the course of Sanday to the First Officer and Chief Engineer, stood them off as best they could all night and made free use of their revolvers, with which they fired no fewer than 500 rounds.

WHAT THE WISE WANT.

I now made this speech:—

"Do not think that I have any foolish notions. I have no wish to go forth dressed like a Shakespearean gallant, nor do I pine for a Roman toga or a Highlander's bare kilt. The thing, madame, is this—you must obtain clothes for men that are at once comfortable and lovely, not extravagant either in price or in effect, durable, as plain as one's nose, yet capable of becoming of with attraction of the eyes of fair ladies. In a word, if you wish us to worship you, you must try to set up a sensible fashion, and we will take to it, and we will stick to it for ever."

Dame Fashion shuddered again; I had for once how sickly she is.

"I only meant," I hastily explained, "we will stick to the sensible idea; we will change the form and colour—or some of us will—as often as you please."

"It is not bad notion," she admitted.

"Take boots," I said. "Do you know that Chinamen may march for days and never feel their feet? The simple reason is that they wear soft, loose shoes with great flat soles, the most comfortable shoes in the world. You very nearly hit on a good fashion when you designed a Chinaman's clothes."

"The colours are lovely," said she.

"But we won't go in petticoats," said I. "Now take collars. Dark white, in violent contrast to our tender flesh-tones, ugly, extravagant, stiff—you know I mean right. Happily, all sensible men are at once doing stiff shirts for everyday wear."

ARTIFICIAL DRESS.

"Or take braces," I went on, warming myself. "Why do we wear braces? Because we must hitch up our trousers. Sensible trousers would not need to be hitched up in the same brace way. You have only to ordain the loose, the comfortable, the baggy trousers, that look the better the older they grow, to smile on those who wear them, such trousers as the Dutchman's wear, but not quite so Dutch-looking, or such trousers, shall we say, as a dandy of the present era would dream of wearing, but artists would be pleased to paint, and five million wise men will worship you."

"Do try to be sensible," I went on. "Give us a new lead, those of us who have broken away from your bondage, take a leaf out of our book and paint it anew. Have done with smartness and proclaim the negligee. Sigh no more over velvet, but set up flannel against tweed, soft stuffs against stiff, light hats against heavy. Frown on all the neat, snug, ties of to-day, smile on the flowing scarves. Spurn the polished boot, loathe the tight coat, build garments on foundations of elastic, give us leave to wear comfortable breeches in Bond-street and red shirts in the stalls. Do this, dear Madame, or anything that is sensible and give us comfort, and we will yield you again our allegiance."

"Your words," she said, "no less than your mustard suit, incline me to think it worth considering." Smiled then the goddess, and went her way.—M. W. of the *Daily Express*.

THE "ASIA" STRIPPED.

Captain Gaukroger, the Chief Officer and Chief Engineer did not finally leave the ship until she had settled down so deeply that they were able to step right from the saloon deck into the lifeboats which conveyed them to the *America Maru*, whence they were subsequently transhipped to the *Shantung*. Captain Gaukroger was the last to leave the wrecked vessel. As soon as all the white men had left her, the pirates, heedless of the rate at which the ship was settling and listing to port, swarmed on board in hundreds and proceeded to strip the vessel so thoroughly and systematically that in a very short time everything portable, both on deck and down below, had been removed to the fishing boats and junks and conveyed ashore.

THE SOYA BEAN IN PARIS.

The latest food novelty in Paris is the soya-bean. It owes its introduction (says the *Caféier*) to a small Chinese colony, which within the past two years has sprung up at Les Halles, on the outskirts of Paris. A Chinese firm, known as the *Caco-Suaine*, has fitted up a factory, there for the manufacture of products of the soya-bean, which, it is claimed, is so rich in vegetable matter that it can be used to produce food of many kinds, in the form of bread, vegetables, milk, cheese, cakes, sauce, and jam. The beans used are imported chiefly from China.

DAME FASHION RELENTS.

AN APPEAL FOR COMFORT IN MEN'S ATTIRE.

I have been talking with a goddess—scolding her, too. I think I have done a little good. She is to consider the idea of throwing over the men who are now her slaves. She is to apprise those who have thrown her over. It will mean that she must give way on some points, and it may be that she will make an effort for the women—though a man may doubt that is possible.

"Goddess," said I, as I chanced to meet her. "I will not say where—and then I paused. She is no goddess of mine. "Dame," I began again, "just look at me!"

And I showed her my now suit of mustard hue and my new green hunter's hat, like they wear, I believe, in the Tyrol; my old brown boots, and my blue spring waistcoat. She looked, and the same, and she shuddered.

"It is all your fault," she said. "You do not worship me."

"The reason," said I, speaking for five million men, "is that your fashions are so silly. For Cabinet Ministers they are all very well; for bridge-rooms, and for the young lords of Piccadilly. But for an artist, madame, for a prophet, for a man with a soul—imagine a poet making a song in a high silk hat and a black tail-coat, braid an inch wide on the edges!"

Dame Fashion looked me over again. She saw my beautiful curly hair just wavering in the breeze, she looked long into my deep-set, thoughtful eyes, beheld and noted the literary brand of my shoulders, my poet's fervour, my artist's negligee, and she sighed for her sins.

"Perhaps," she said, "it is my fault."

ROUND BY CONVENTION.

A young swell of Piccadilly crossed our path. "Behold," said I. "Madame, the present type of your slaves."

She turned away her head.

A Cabinet Minister blushed by his silk hat was away on his fine old head, his frock coat was almost tattered and torn, so ancient its history, his waistcoat was a very gimp.

"See, madam," said I, "a type of those still bound by your conventions, but no longerard—not in their worship of your altar."

She covered her face and wailed.

"Dear madame," I said, allowing just a trace of affection into my voice, that hitherto had been stern and admonishing, "weep not. Listen to my advice. Throw overboard the men who are your ardent worshippers. Reconvene the old-timers who still are bound by your conventions, though their hats are shocking. Bring to your altar five million men who will do you genuine homage, and delight your heart by their clothes."

The beautiful lady's face brightened at this.

"Toll, oh, tell me how!" she cried.

"I will tell you," I said, "in eight words. You must set a new fashion of comfort."

Over Madame Fashion, at these words, there swept a shiver. I felt sure she was picturing elasticized boots, grey flannel shirts with turn-down collars, caps of cloth, everything that is ugly in men's wear.

"Be reassured," said I. "The cloth cap is the most hideous of all headgears. Grey flannel is without beauty. Take courage and remember a parrot is lovely in his colours, yet he flies in horrid strong."

My lady now sighed.

"Once of a time," she said, "men did wear lovely colours. My plum-coloured coats are still cherished dreams. But it is too late now. Velvet knee breeches with silver buckles are dead out of court for ever. Tweed is so horrid strong."

WHAT THE WISE WANT.

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CHINESE LADY DOCTOR.

PIONEER OF NURSING.

If one were asked, says the London *Daily Chronicle*, to name off-hand the country where Western progress, as distinguished from civilization, had made least headway, where at any rate it would be useless to look for anything that betokened the emancipation of women, as we understand it, one would, almost without hesitation, indicate China.

It was with some surprise, therefore, writes a *Daily Chronicle* representative, that I found myself engaged in conversation with a Chinese lady who for a good many years past has been able to write M.D. after her name.

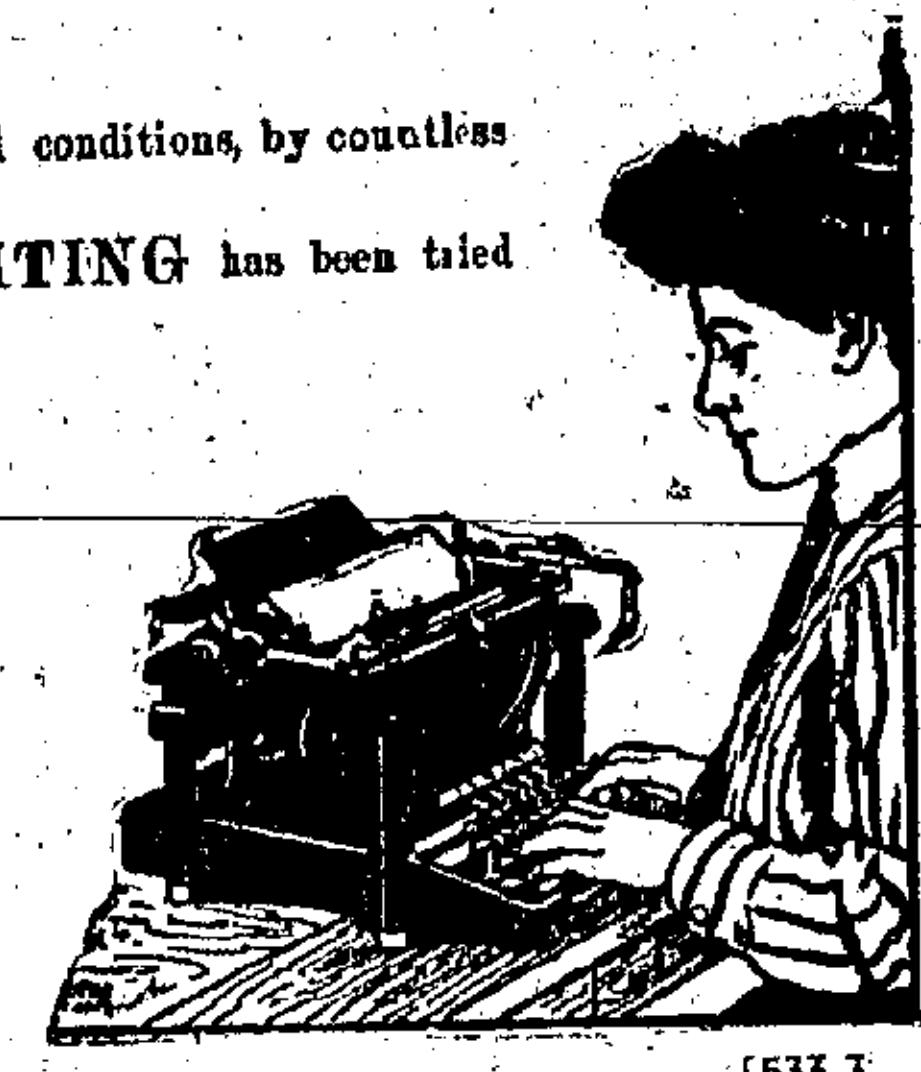
Dr. Yuen Kin has just reached London from America, on her way back to her hospital in Tientsin. During her brief stay here, before she departs for St. Petersburg and the Trans-Siberian Railway she will deliver a few addresses. One is to be given to the Oriental Circle of the Lycée Club.

Though a pioneer, Dr. Kin is strictly conservative in her retention of Chinese costume. Possibly the reason

INTIMATIONS

Again and again, for many years, under all conditions, by countless users, the REMINGTON TYPEWRITING has been tried and tested and its superior merits proved.

SIEMSEN & Co.,
SOLE AGENTS
FOR
HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.



AVERAGE MARKET PRICES.

April 28th, 1911.

The Prices are given in Dollar Cents.

SINGAPORE MARK.

MEI JUNG PA YUK—Beef, sirloin, 1b. 20

Hau Ngau Yau—Corned Beef 22

Shin Ngau Yau—Beef 22

Ngau Ngau Yau—Bread of Beef 15

Tong Yau—Beef for soup 20

Ngau Yau—Beef Steak 22

Ngau Yau Ch'long—Sausages 26

Ngau Ngau—Beef Brains set 9

Ngau Lao—Beef Steak, Sirloin, 1b. 30

Ngau Le—Bullock's Tongue, fresh, each 50

Him Ngau Le—corned 60

Ngau Tso—Bullock's Head, 86

Ngau Sam—Heart, 1b. 12

Him Ngau Kim—Beef Hump, salt 18

Ngau Kok—Bullock's Feet, each 8

Ngau Yau—Bullock's Kidney 9

Ngau Moi—Bullock's Tail 18

Ngau Kon—Bullock's Liver, 1b. 12

Ngau Tso—Bullock's Tripe, undressed, 6

Ngau Tsai I'an Kok—Cav'se, Head and Feet, undressed, set 100

Yong Pei Kwai—Butterflied Chop, 1b. 22

Yong Pei—Leg of Mutton 22

Yong Shan—Mutton Shoulder 20

Yong Pau—Mutton Head/feet set 50

Yong Sam—Sheep's Heart, each 6

Yong Kon—Sheep's Kidneys, each 6

Yong Kon—Sheep's Liver, each 12

Chi Yau—Pig's Heart, each 12

Chi Yau—Pig's Brain, per set 24

Chi Yau—Pig's Fry, 1b. 25

Chi Yau—Pig's Head, 15

Chi Yau—Pig's Kidney, pair 9

Chi Pui—Kwai—Pork Chop, 1b. 20

Chi Sam—Pig's Heart, 13

Chi Kon—Pig's Liver, 30

Chi Tsai—Sucking Pig (to order), 22

Shang Ngau Yau—Beef Suet, 20

Shang Yung Yau—Mutton Suet, 20

Ngau Tsai—Veal, 20

Ngau Lap Ching—Beef Sausage, 20

Ngau Chai Yau Ching—Veal, 20

POULTRY

Kai Tsai—Chickens, 30

Sin Kai—Capons, 30

Pan Kai—Doves, each 10

Sang Shou Shui—Ap

Wild Duck, pair, 1b. 21

Kai Tan—Hens' Eggs, doz. 24

Kai—Fowl, Canton, 1b. 35

Hoi Nam Kai—Fowls, Hainan, 28

Ngua—Geese, 22

Shing Hot Ya—Ngua—Geese, 22

Shing Hot Ya—Ngua—Geese, 22

Shan—Shan—Pais, 1b. 21

Wid Duck—Shanghai, per pair, 22

Pak Koi—Pigeons (Canton), each 32

Om Chon—Quail, 22

To Tsai—Hare, 1b. 21

Shan Kai—Pheasant, each 16

Chi Ku—Pheasant, each 16

Wo Fa Tso—Rice Birds, doz. 16

Shu Ap—Turtle, each 16

Fo Kai Kung—Turkeys, 1b. 63

Fo Kai Mo—Turkeys, Hon. 54

Fowl

Kai Yu—Barrel, 11

Lin Yu—Bream, 16

Tam Shou Yau—Canton Fresh water Fish, 16

Le Yu— carp, 20

Ma Yu—Cat Fish, 12

Ma Yu—Goldfish, 18

Hai—Crabs, 19

Mak Yu—Cuttle Fish, 15

Sha Man Yu—Dab, 16

Wong Moi Lan—Dace, 12

Tit Tso Shu—Dog Fish, 9

Hoi Shu—Eels, Conger, 16

Tan Shu—Sin—Eels, Fresh water, 15

Wong Sin—Eels, Yellow, 26

Hi—Kai—Frogs, 32

Shak Pan—Gourpaa, 52

Pak Kap Yau—Gudgeon, 12

Teo Pak Yau—Herring, 18

Hai Jui—Herring, 28

Wong Po Yau—Labrus, 15

Lung Ha—Lobster, 20

Shi Yu—Black-rol, 21

Loach, 28

Chi Yu—Mullet, 24

Mong Yu—Mong Fish, 25

Shang Ho—Oysters, 25

Kai Kung Yu—Parrot Fish, 15

Tau Lo—Parch, 0

Hau Tsu Yu—Pike, 13

Po Po Yu—Pike, 13

Hak Chong—Pomfret, White, 22

Black, 24

Ming Yu—Prawns, 48

Po Yu—Salmon, 0

Shi Yu—Koi—Koi Fish, 18

Chau Yu—Roach, 10

Se Yu—Shark, 9

Ma Yu—Salmon, Canton, 24

Ma Yu—Salmon, Fresh Water, 24

Hi—Shi—Shrimps, 28

Po Yu—Shrimps, 11

Lap Yu—Shrimps, 21

Tao Yu—Sai—Soles, 18

Wan Yu—Tench, 18

Hau Yu—Turbot, 23

Kik Yu—Turtles, small, fresh water, 56

Pak Yu—White Bait, 1—

Fau Yu

Heng Yan—Almonds, 25

Kam Shan Ping Ko—Apple, 25

California

Tin Tso Pin Ko—Apples, C. 25

Hoi Tong—Apples, small, C. 25

Fan Chi—Apples, Custard

Hai

Yat Pun Ping Ko—Apples, 15

Shang Sheng Heung Tsoi—

Jasmines, fragrant, Canton

Heng Hau Tsoi—Bananas

Bridges, Messo, 3

Fung Lui—Carambola, 13

Yi Yu—Coconuts, each 10

Po Yu—Grapes, 1st q. 1b.

Ning Mong—Lemons, 7

Kam Au—Lingnon—Lemon, 7

American, 7

Lai Chi—Liches, Ficus, 1st q. 1b.

Lai Chi—Liches, Ficus, 2nd q.

Lai Chi—Liches, Ficus, 3rd q.

Lai Chi—Liches, Ficus, 4th q.

Lai Chi—Liches, Ficus, 5th q.

Lai Chi—Liches, Ficus, 6th q.

Lai Chi—Liches, Ficus, 7th q.

Lai Chi—Liches, Ficus, 8th q.

Lai Chi—Liches, Ficus, 9th q.

Lai Chi—Liches, Ficus, 10th q.

Lai Chi—Liches, Ficus, 11th q.

Lai Chi—Liches, Ficus, 12th q.

Lai Chi—Liches, Ficus, 13th q.

Lai Chi—Liches, Ficus, 14th q.

Lai Chi—Liches, Ficus, 15th q.

Lai Chi—Liches, Ficus, 16th q.

Lai Chi—Liches, Ficus, 17th q.

Lai Chi—Liches, Ficus, 18th q.

Lai Chi—Liches, Ficus, 19th q.

Lai Chi—Liches, Ficus, 20th q.

Lai Chi—Liches, Ficus, 21st q.

Lai Chi—Liches, Ficus, 22nd q.

Lai Chi—Liches, Ficus, 23rd q.

Lai Chi—Liches, Ficus, 24th q.

Lai Chi—Liches, Ficus, 25th q.

Lai Chi—Liches, Ficus, 26th q.

Lai Chi—Liches, Ficus, 27th q.

Lai Chi—Liches, Ficus, 28th q.

Lai Chi—Liches, Ficus, 29th q.

Lai Chi—Liches, Ficus, 30th q.

Lai Chi—Liches, Ficus, 31st q.

Lai Chi—Liches, Ficus, 32nd q.

Lai Chi—Liches, Ficus, 33rd q.

Lai Chi—Liches, Ficus, 34th q.

Lai Chi—Liches, Ficus, 35th q.

Lai Chi—Liches, Ficus, 36th q.

Lai Chi—Liches, Ficus, 37th q.

Lai Chi—Liches, Ficus, 38th q.

Lai Chi—Liches, Ficus, 39th q.

Lai Chi—Liches, Ficus, 40th q.

Lai Chi—Liches, Ficus

THE LATE MR. MOBERLY BELL.

"TIMES" MANAGER DIES AT HIS DESK.

The death last month of Mr. Moberly Bell, the manager of the *Times*, occurred at the office of that paper. When Mr. Bell arrived at his office in the morning he appeared to be in his usual health and spirits. As is customary with him, he at once plunged into the mass of work which was waiting for him, and continued at this until he went out to lunch. He returned about 1.45, and almost immediately after was seized with faintness, while seated at his desk. He never rallied, and died shortly afterwards.

Death was due to heart failure. The sad event cast a great gloom over the office, where Mr. Bell had spent 20 busy years.

Charles Frederick Moberly Bell was born in Egypt in 1847, and had only just attained his 64th year. He was the son of Mr. Thomas Bell, a leading English merchant in Alexandria, and with the exception of his school days he passed all his life in Egypt until he came to London in 1889. He took part in his father's business, and came to it connected with the *Times* through a suggestion he made which enabled the paper to get its Indian news several days earlier. Following this suggestion came an offer to take up the position of *Times* correspondent in Egypt, which was accepted.

Mr. Bell had much to do with the development of British policy in that country. All through the troublous times which preceded and followed the rebellion of Arabi Pasha, his correspondence, which appeared in the *Times*, was of the utmost value. He was a close friend of Lord Cromer, then Sir Evelyn Baring, who ruled greatly on his judgment and knowledge of the country.

In 1889, Mr. Bell was called to London to take up the post of manager of the *Times*. The paper had just gone through a troublous period. The expenses of the Parnell Commission had been enormous, and the story of the Pigott letters had not added to its prestige. But the new manager, who took office in 1890, was a very pliant for work, and his influence was soon felt in all departments of the paper.

His energy was unceasing; he worked almost night and day and no detail was too small for his attention. He was a born organizer, and he kept at a high pitch of excellence the splendid news service from all parts of the world which has long been the boast of the *Times*. Besides his work in the office, Mr. Bell had a wide knowledge of men and things, and round his dinner-table in Portland-place were to be found representatives of all schools of thought in art, science, politics, and commerce.

Mr. Bell was responsible for the negotiations which resulted in the *Times* becoming a public company in 1903, of which he was appointed the managing director. In that position he still retained control of the business side of the paper. Up to the very last hour—one might say the last minute—of his life, he seemed to have no other thought than the prosperity and progress of the great undertaking with which he was connected.

In 1875 Mr. Bell married a daughter of the Rev. James Chataway. During his residence in Egypt he wrote several books dealing with that country, among which are "Khedives and Pashas," "Egyptian Finance," and "From Pharaoh to Felah." But his life in London had been such a busy one that he had no more time for authorship. He never lost his liking for literary pursuits, however, and his knowledge of letters may be traced in the high standard maintained in the literary columns of *The Times*. He was a member of the Athenaeum Club, and was to be found there most days after his work was done.

LATEST STEAMER MOVEMENTS.

The *Dedwells* New York Line str. *Montrose* left Shanghai on the 29th ult., and is due at this port to-day at noon.

The str. *Cupri* left Singapore for this port on the 30th ult., and may be expected here on or about the 7th inst.

The P. M. S. S. Co. str. *China*, which sailed from Hongkong on the 31st March, arrived at San Francisco on the 28th ult.

A wireless message from the R.M.S. *Empress of Japan*, sent at midnight, Friday, 28th ult., when the vessel was 1,700 miles distant from Japan, advised the C.P.R. Co.'s Yokohama office "all well," and that the Commander expects to reach Yokohama at 5 a.m. on Thursday, the 4th instant.

The cargo of silk shipped on board the M.M. str. *Ernest Simon*, which left this port on the 28th March, was delivered in Lyons on the 29th ultime.

The P. & O. S. N. Co.'s str. *Peshawar* left Singapore for this port on the 30th ult., at 6 p.m., and is due here on the 5th inst., at about 6 p.m.

The T.K.K. str. *Tsao Maru* left Shanghai on the 30th ult., at 9 p.m., and is expected to arrive here to-day at daylight.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans* left Sydney on the 12th ultime, for this port (via Queensland Port, Port Darwin and Manila) and is due here on or about the 5th instant.

The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 18th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th inst.

The T.K.K. str. *Tsao Maru* left Shanghai on the 30th ult., at 9 p.m., and is expected to arrive here to-day at 6 p.m.

The N.Y.K. str. *Yamato Maru* (Australian Line) left Thursday Island for this port via Manila on the 27th ult., and is expected here on the 8th instant.

The T.K.K. str. *Nippon Maru*, with U.S. mails, sailed from San Francisco for Hongkong on the 26th ult., is expected to arrive here on the 23rd inst.

The N.Y.K. str. *Aki Maru* (American Line) left Yokohama for this port via Moji and Shanghai on the 1st inst., and is expected here on the 14th inst.

The N.Y.K. str. *Aki Maru* (European Line) left Moji for this port via Shanghai on the 1st inst., and is expected here on the 8th instant.

The P. & O. S. N. Co.'s str. *Ceylon* is expected to arrive at Singapore on the 6th inst., at 6 a.m.

The Barber Line str. *Davao Castle* arrived at Yokohama on the 1st instant.

The str. *Lothian* arrived at Yokohama on the 1st instant.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 56TH YEAR OF THE 76TH CYCLE.

PRICE 82 CASH.

On Sale at the "HONGKONG DAILY PRESS," Office, or Agents in all the Ports of the Far East.

The Books will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

WEATHER REPORT.

On the 1st at 11.55 a.m.—The barometer has risen at all stations—moderately in the North and slightly in the South.

An area of high pressure covers N. China and the Sea of Japan, and pressure is relatively low over S.W. China and Hongkong.

Moderate S.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood... ("")
Formosa Channel... ("")
South coast of China between Hongkong and Lantau... Same as No. 1.
South coast of China between Hongkong and Hainan... Same as No. 1.
S.E. and E. winds, moderate to fresh, squally, thunder showers.

BARCLAY, PERKINS' FAMOUS LONDON STOUT.

The

Leading Brand

in

ENGLAND.

The

best that can

be obtained.

SOLD

EVERWHERE.

SOLE AGENTS FOR CHINA:

DADY BURJOR & CO.

Wholesale Wine & Spirit Merchants.

47

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. *Persia* from San Francisco sailed from Yokohama on the 1st inst. en route to Hongkong, and is due to arrive at Hongkong on the 10th inst.

The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 18th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th inst.

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The Barber Line str. *Davao Castle* arrived at Yokohama on the 1st instant.

The str. *Lothian* arrived at Yokohama on the 1st instant.

THE INDIAN MAIL.

The I.G.M. str. *Prinz Ludwig* left Shanghai on the 29th ult., at 8 p.m., and is expected here to-day at 7 a.m.

The H. A. Linie str. *Belgravia* left Hankow on the 27th ultime a.m., and is expected here to-morrow a.m.

The "Hans" str. *Freifeld* left Singapore on the 27th ultime a.m., and may be expected here to-morrow a.m.

The P. & O. S. N. Co.'s str. *Nile* left Singapore for this port on the 23rd ultime, at 7 a.m., and is due here to-morrow at about 10 a.m.

The Danish str. *Arabian* left Sabang on the 27th ultime, and may be expected here on or about the 4th inst. p.m.

The Mogul str. *Pathan* left United Kingdom on the 12th March for Hongkong, via Straits.

The "Mogul" Line str. *Loyal* left United Kingdom on the 10th ultime for Hongkong, via the Straits.

The American & Manchurian Line steamer *Bloomfield* passed the Suez Canal on the 11th ultime, and is due here on or about the 5th inst.

The N.Y.K. str. *Hokuto Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 21st ultime, and is expected here on the 9th inst.

The Olof Wijk & Co.'s str. *Canton* left Port Said on the 19th ultime, and is expected here on the 16th instant.

The Barber Line str. *Davao Castle* arrived at Yokohama on the 1st instant.

The str. *Lothian* arrived at Yokohama on the 1st instant.

THE CHINESE MAIL.

The L.G.M. str. *Prinz Ludwig* left Shanghai on the 29th ult., at 8 p.m., and may be expected here to-day at 7 a.m.

The Indo-China str. *Laisong* left Calcutta for the Straits and Hongkong on 20th ult., at 9 a.m., and is due here about the 6th inst.

MERCHANT SHIPS.

The L.G.M. str. *Prinz Ludwig* left Shanghai on the 29th ult., at 8 p.m., and may be expected here to-day at 7 a.m.

The H. A. Linie str. *Belgravia* left Hankow on the 27th ultime a.m., and is expected here to-morrow a.m.

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The "Mog

SHIPPING.

ARRIVALS.

EMPIRE, British str., 2,845, St. John George, 30th April—Kohi via Moi 26th April, General Gibb, Livingston & Co.
GERMANY, German str., 1,713, N. Franscan, 1st May—Singapore 24th April, General—Johann & Co.
HOBSON, British str., 1,359, J. M. Hay, 30th April—Wakamatsu 24th April, Coal—Jardine, Matheson & Co.
KUTSANG, British str., 4,570, R. C. D. Bradley, 30th April—Calcutta 13th April, General—Jardine, Matheson & Co.
LINAN, British str., 1,235, C. C. Williams, 1st May—Shanghai 27th April, General—Butterfield & Swire.
LOKSANG, British str., 978, G. H. Bowker, 30th April—Shanghai and Swatow 29th April, General—Jardine, Matheson & Co.
ONSANG, British str., 1,737, A. G. Smith, 1st May—Chingwanta 23rd April, Coal—Chinese Engineering & Mining Co.
PRINZ SIGISMUND, German str., 1,844, F. Buning, 30th April—Sydney 6th April, General—Molchers & Co.
SAKAE, Franscan, Dutch str., 573, D. E. Becht, 1st May—Tamsui 29th April—Asiatic Petroleum Co.
SELENA, British str., 3,127, Sirion, 1st May—San Francisco, Kerchian Oil—Asiatic Petroleum & Co.
SHANTUNG, British str., 1,359, Robinson, 30th April—Touay 28th April, Coal—Butterfield & Swire.
TAIHUN, Chinese str., 1,216, R. G. Parmenter, 30th April—Shanghai 27th April, General—C. M. S. N. Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
1st May.

BINGO MARU, Japanese str., for Singapore.
CANADA MARU, Japanese str., for Shanghai.
HAIYANG, British str., for Swatow.
HAIHUA, French str., for Haiphong.
KOHNSHANG, German str., for Swatow.
PAHLAT, British str., for Amoy.
PRINZ SIGISMUND, German str., for Kobe.
TRIUMPH, German str., for Haiphong.

DEPARTURES.

1st May.
CHUNKANG, British str., for Amoy.
HOBSON, British str., for Canton.
LINAN, British str., for Canton.
LOKHANG, British str., for Canton.
NANCHANG, British str., for Amoy.
SUNGKANG, British str., for Haiphong.
TAIHUN, Chinese str., for Canton.
YUENKANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Lokung* reports: Variable winds and heavy rain.

STEAMERS PASSED THE CANAL.

April 4th—*Byzance, Indrapura, Kaga Maru*, *Alceste, Hidaka, Pendragon, Polyphemus, Syria, Hermann, Leda*, 11th—*Beauty, Bloom, fountain, Bremerton, Esther, Franz Ferdinand, St. Hugo*, 18th—*Atasia, Anna, Brasilia, Buelow, Ceylon, Cleopatra, Maclay, Nera, Nore, Scandia, Silesia*, 21st—*Antenor, Carlton, Konig, S. Poona*, 25th—*Ambrida, Beldi, Pal, Lang, Peleus, Sambia, Satsuna, Sesto Marti, Christian, Nebe, Gavescana, Necker, 25th—Hirano Maru, Lucifer, Nera, Suraya, Tokihi*.

ARRIVALS AT HOME.

April 23rd—*Iyo Maru, Kanagawa Maru, Nippon, Prometheus*.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"LIGHTNING," Captain E. P. Smith, will be despatched for the above Ports on WEDNESDAY, the 3rd May, at 1 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 23rd April, 1911. [643]

SHIRE LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE," Captain G. C. Cindy, will be despatched as above about 12th May.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co., Ltd., Agents.

Hongkong, 24th April, 1911. [629]



AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste (Direct), Calling at SINGAPORE, PENANG, KARACHI, ADEN, SUEZ and PORT SAID.

Taking cargo at through routes to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"CHINA," Capt. Pavissich, will be despatched as above on FRIDAY, 26TH MAY.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, 29th April, 1911. [5]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from "Green Island." Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAME	FLAG & RIG	BERTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
London & Antwerp via Singapore, &c.	PALMA	Brit. str.	—	H. W. A. Clarke, B.N.E.	P. & O. S. N. Co. ...	On 4th inst., at 10 A.M.
London, Rotterdam & Antwerp, &c.	FLINTSHIRE	Brit. str.	—	G. C. Cindy, B.N.E.	JARDINE, MATTHESON & Co., Ltd.	About 12th inst.
London, &c. via Japan, Ports of Call	DELTA	Brit. str.	—	E. P. Martin, B.N.E.	P. & O. S. N. Co. ...	On 13th inst., at Noon.
SICILIA	Brit. str.	k. w.	Hildebrandt	P. & O. S. N. Co. ...	About 17th inst.	
BEIJING	Brit. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 4th inst.	
SACHSEN	Brit. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 26th inst.	
ARCADIA	Swed. str.	k. w.	Rassau	HAMBURG-AMERIKA LINIE	On 2nd June.	
PEKING	Brit. str.	k. w.	Diedrichson	HAMBURG-AMERIKA LINIE	About beginning of June.	
HAVRE & BREMEN & HAMBURG, &c.	SEVIA	Brit. str.	K. Homma	HAMBURG-AMERIKA LINIE	On 10th inst.	
FREEXEELS	Brit. str.	k. w.	A. E. Mees	NIPPON YUSEN KAISHA	On 10th inst., at D'light	
AKI MARU	Jan. str.	k. w.	Brockmer	HAMBURG-AMERIKA LINIE	On 30th inst.	
MISHIMA MARU	Jan. str.	k. w.	M. Higino	NIPPON YUSEN KAISHA	On 7th June, at D'light	
BAFERN	Jan. str.	k. w.	Pavissich	SANDER, WIELER & Co.	On 25th inst.	
KAGA MARU	Jan. str.	k. w.	F. v. Binzer	MELCHERS & Co.	On 3rd inst., at Noon.	
CHINA	Aus. str.	—	DODWELL & Co., Ltd.	ABOUT 4th inst.	About 4th inst.	
PRINZ LUDWIG	Brit. str.	—	Thomas	ARMFIELD, KARBERG & Co.	About 13th inst.	
MONTROSE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 11th inst.	
AFGHAN PRINCE	Am. str.	—	—	—	—	
MUNCASTER CASTLE	Brit. str.	1 m.	W. Davison	CANADIAN PACIFIC R. Co. ...	On 20th inst., at 6 P.M.	
EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co. ...	On 29th June, at Noon.	
MONTAGUE	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 16th inst., at D'light	
TACONA MARU	Jap. str.	—	—	—	On 23rd inst., at 4 P.M.	
AWA MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 20th June, at 4 P.M.	
INABA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co. ...	On 6th inst.	
SUVERIC	Brit. str.	—	A. G. Stevens	TOYO KAISEN KAISHA ...	On 5th inst., at 1 P.M.	
AMERICA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. CO. ...	On 19th inst., at 1 P.M.	
PERSIA	Brit. str.	—	—	PACIFIC MAIL S.S. CO. ...	On 27th inst., at 1 P.M.	
KOREA	Am. str.	—	—	THE BANK LINE, LIMITED	On 12th inst.	
KATANGA	Brit. str.	—	—	PORTLAND & ASIATIC S.S. CO. ...	On 8th inst.	
RYGA	Nor. str.	1 m.	Eivind Meyer	TO-MORROW & SWIRE	To-morrow, at 4 P.M.	
CHANGSHA	Brit. str.	—	W. Finlayson	NIPPON YUSEN KAISHA	On 12th inst., at Noon.	
KUMANO MARU	Jan. str.	—	M. Winckler	MELCHERS & Co.	On 20th inst., at D'light	
PRINZ SIGISMUND	Ger. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 9th June, at Noon.	
YAWATA MARU	Jan. str.	—	J. Nigao	MELCHERS & Co. ...	On 11th inst., at 11 A.M.	
ATSUJI MARU	Jan. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 10th inst., at Noon.	
YAWATA MARU	Jan. str.	—	J. Nigao	NIPPON YUSEN KAISHA	On 17th June, at 1 P.M.	
HONKONG MARU	Jan. str.	—	H. Hinckson	TOYO KISEN KAISHA	Quick despatch.	
TIKINI	Brit. str.	1 m.	H. Koops	PORTFIELD & SWIRE	On 8th inst., at 4 P.M.	
KUENCIOW	Brit. str.	—	V. McLean-Liddell	JARDINE, MATTHESON & Co., Ltd.	On 9th inst., at Noon.	
CHENGSHING	Brit. str.	—	E. W. Braine	P. & O. S. N. Co. ...	About 6th inst.	
PESHAWAR	Brit. str.	—	E. F. Dally, R.N.E.	P. & O. S. N. Co. ...	On 4th inst., at D'light	
NILE	Brit. str.	—	H. Formes	MELCHERS & Co.	About 3rd inst.	
BULOW	Ger. str.	—	H. C. Williams	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.	
LINAN	Brit. str.	—	Bradley	JARDINE, MATTHESON & Co., Ltd.	On 5th inst., at Noon.	
FEINEPELS	Brit. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 6th inst.	
HAKATA MARU	Jan. str.	—	A. Mockler	NIPPON YUSEN KAISHA	About 11th inst.	
DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co. ...	On 16th inst.	
CANTON	Swed. str.	—	—	OLEF WINT & Co., Ltd.	On 18th inst.	
SCANDIA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	Quick despatch.	
TAJIWONG	Brit. str.	—	Van D. Jalink	JAYA-CHINA-JAPAN LINIE	To-morrow, at 10 A.M.	
CARL DIEDERICHSSEN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 7th inst., at 10 A.M.	
SOSHU MARU	Jan. str.	—	—	OSAKA SHOSEN KAISHA	On 10th inst., at 10 A.M.	
DAIOI MARU	Jan. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at Daylight	
CHOSHUN MARU	Brit. str.	—	T. W. Pickard	DOUGLAS LAPRAK & Co.	To-day, at 11 A.M.	
KASHING	Brit. str.	—	A. E. Hodges	DOUGLAS LAPRAK & Co.	To-morrow, at 11 A.M.	
HAITANG	Brit. str.	—	J. W. Evans	DOUGLAS LAPRAK & Co.	On 5th inst., at 11 A.M.	
HAITAN	Brit. str.	—	J. S. Reach	DOUGLAS LAPRAK & Co.	On 9th inst., at 11 A.M.	
HAICHING	Brit. str.	—	W. C. Passmore	BUTTERFIELD & SWIRE	On 6th inst., at Noon.	
SINGAN	Brit. str.	—	F. Jamison	SHEWAN, TOMEI & Co.	On 10th inst., at 4 P.M.	
RUBI	Am. str.	—	S. Crosby	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
TEAN	Brit. str.	—	A. W. Unterbrink	JARDINE, MATTHESON & Co., Ltd.	On 6th inst., at 2 P.M.	
LOONGSANG	Brit. str.	—	Tousk	JARDINE, MATTHESON & Co., Ltd.	On 13th inst., at 2 P.M.	
YUENSANG	Am. str.	—	P. H. Rolfe	JARDINE, MATTHESON & Co., Ltd.	On 20th inst., at 4 P.M.	
ZAPIRC	Am. str.	—	M. C. Smith	SHEWAN, TOMEI & Co.	On 17th inst., at Noon.	
MAUSANG	Brit. str.	—	Weigall	JARDINE, MATTHESON & Co., Ltd.	To-day.	
BINGO MARU	Jan. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 15th inst., at Noon.	
CAPLITE	Brit. str.	—	F. Egari	CARLOWITZ & Co.	DAVID SASSOON & Co., Ltd.	To-morrow, at 1 P.M.
NAMSAK	Brit. str.	—	E. P. Smith	JARDINE, MATTHESON & Co., Ltd.	To-morrow, at Noon.	
TIHLATJAP	Dut. str.	—	M. B. Lake	—		

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	Capt. E. F. Daldy, E.N.E.	10 A.M., 4th May	Freight and Passage.
VIA SINGAPORE, PE. PALMA, NANG, COLOMBO, and PORT SAID	Capt. H. W. A. Clark, E.N.E.	10 A.M., 4th May	Freight only
SHANGHAI, MOJI, KOBE, PESHAWUR and YOKOHAMA	Capt. E. W. Bruce	About 6th May	Freight only.
SHANGHAI	Capt. H. Powell	About 11th May	Freight and Passage.
LONDON and ANTWERP	DEVAHNA	About 11th May	Freight and Passage.
LONDON via USUAL PORTS	DELTA	11th May	See Special of Call.
LONDON and ANTWERP	SICILIA	About 17th May	Freight and Passage.
VIA SINGAPORE, PE. SICILIA and MARSEILLES	Capt. C. H. Watkins, E.N.E.	10th May	Freight and Passage.
For Further Particulars apply to	E. A. HEWETT, Superintendent.		

Hongkong, 2nd May, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	TEAN	On 2nd May, 4 P.M.
MANILA, ZAMBOANGA, THURES		
DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	CHANGSHA	On 3rd May, 4 P.M.
AMBO SYDNEY & MELBOURNE		
AMOY, SHANGHAI and CHINKIANG	KASHING	On 3rd May, D'light
SHANGHAI	LINAN	On 4th May, 4 P.M.
HAIPHONG	SINGAN	On 6th May, Noon
TIENTSIN	KUEICHOW	On 8th May, 4 P.M.
DIRECT SAILINGS TO WEST RIVER	LINTAN and S.S. SANUL	Twice Weekly.
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
MANILA LINE-TWIN SCREW STEAMERS	"TEAN" and "TAMING."	
SALOON ACCOMMODATION	Amidships: Extra State-rooms on Deck, aft. Extra State-rooms on Deck, aft. SALOON ACCOMMODATION	
"KAFONG"	is situated on Deck, aft.	
SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS	"AHUI," "CHENHUA," "CHINHUA" and "LINAN"	with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai first every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		
FARE, \$45 SINGLE and \$30 RETURN.		
For Freight or Passage apply to	BUTTERFIELD & SWIBRE,	TELEPHONE 36
Hongkong, 2nd May, 1911.	AGENTS.	[10]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE and MOJI	KUTSANG	Friday, 5th May, Noon.
MANILA	LOONGSANG	Saturday, 6th May, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Monday, 8th May, Noon.
TIENTSIN	CHEDONGSHING	Tuesday, 9th May, Noon.
MANILA	YUENSANG	Saturday, 13th May, 2 P.M.
SANDAKAN	MAUSANG	Wednesday, 17th May, Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "MAUSANG" leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan. Telephone No. 215, Sub. Exch. 4. For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. Hongkong, 2nd May, 1911.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine. FOR

SWATOW, AMOY and FOOCHOW

AND RETURN.
(Occupying 9 to 10 Days). CAPTAIN LEAVING.

STEAMERS	TUESDAY	2nd May, at 11 A.M.
HAIYANG	Capt. A. E. Hodgins	
HAIYAN	Capt. J. S. Roach	FRIDAY, 5th May, at 11 A.M.
HAICHING	Capt. W. C. Passmore	TUESDAY, 9th May, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).
HAIMUN

Capt. J. W. Evans WED'DAY, 3rd May, at 11 A.M.

Stearns will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 2nd May, 1911.

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**18 CARAT GENUINE ROLLED
GOLD JEWELLERIES**
OF
MESSRS. RODI & WIENENBERGER A.-G., PFORZHEIM,
(GERMANY).

Kept in Stock by the Undersigned.

THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS.
Sole Representative for China:

HUGO C. A. FRÖMM,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-1

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
ROUTE TO EUROPE.

The *Huslow*, with the German Mail, left Singapore on Saturday, the 29th ult., at 9 a.m. and
may be expected here to-morrow, at about 1 p.m.

The *Tenyo Maru*, with the American Mail, is due to arrive here on Tuesday, the 2nd inst.

FOR	PER	DATE
Holbow	Tuesday	2nd, 9.00 A.M.
Swatow, Amoy and Foochow	Tuesday	2nd, 10.00 A.M.
Hainan	Tuesday	2nd, 11.00 A.M.
Singapore, Colombo and Bombay	Tuesday	2nd, 11.00 A.M.
Paloh and Haiphong	Tuesday	2nd, 11.00 A.M.
Macao	Tuesday	2nd, 11.15 P.M.
Manila, Cebu and Iloilo	Tuesday	2nd, 3.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Empire	Tuesday, 2nd, 3.00 P.M.
Kuching and Tamsui	Tuesday	2nd, 4.00 P.M.
Amoy, Shanghai and Chinkiang	Tuesday	2nd, 5.00 P.M.
Swatow, Singapore and Bangkok	Kohlerchang	Tuesday, 2nd, 5.00 P.M.
Swatow, Amoy, Anping and Taku	Sophia Maru	Wednesday, 3rd, 9.00 A.M.
Swatow	Haiyun	Wednesday, 3rd, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Prins Ludwig	Wednesday, 3rd, Printed Matter and Samples, 10.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O., 10.00 A.M. No late fee.
Singapore, Penang and Calcutta	Lightning	Wednesday, 3rd, 11.00 A.M. Letters, 11.00 A.M.
Macao	Sui Tai	Wednesday, 3rd, NOON.
Manila, Cebu, Iloilo, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Changsha	Wednesday, 3rd, 1.15 P.M.
Shanghai, Moji, Kobe and Yokohama	Nile	Wednesday, 3rd, 5.00 P.M.
Shanghai	Linan	Wednesday, 3rd, 5.00 P.M.
Swatow, Amoy and Foochow	Haiton	Wednesday, 3rd, 5.00 P.M.
Shanghai, Kobe and Moji	Kutsang	Wednesday, 3rd, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, SHIMIDEU, YOKOHAMA, HONOLULU AND SAN FRANCISCO, ...	America Maru	Wednesday, 3rd, Printed Matter and Samples, 11.00 A.M. Registration, 10.15 A.M. (Registration, with late fee of 10 cents, up to 11.00 A.M.) Registration, Kowloon B.O., 10.30 A.M. No late fee.
Haiphong	Singan	Wednesday, 3rd, 6th, 11.00 A.M. Letters, NOON.
Manila, Cebu and Iloilo	Looyang	Wednesday, 3rd, 6th, 5.00 P.M.
Swatow	Heimun	Wednesday, 3rd, 7th, 9.00 A.M.
Singapore, Penang and Calcutta	Namang	Wednesday, 3rd, 8th, 11.00 A.M.
Tientsin	Kueichou	Wednesday, 3rd, 8th, 3.00 P.M.
Tientsin	Chengching	Wednesday, 3rd, 9th, 10.00 A.M.
Swatow, Amoy and Foochow	Huiching	Wednesday, 3rd, 9th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Touraine	Wednesday, 3rd, Printed Matter and Samples, 10.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O., 10.00 A.M. No late fee.
Singapore, Penang and Colombo	Aki Maru	Wednesday, 3rd, 11.00 A.M. Letters, 5.00 P.M.
Nagasaki, Kobe and Yokohama	Yawata Maru	Wednesday, 3rd, 11.00 A.M. Letters, 5.00 P.M.
Manila, Cebu and Iloilo	Rubi	Wednesday, 3rd, 11.00 A.M. Letters, 5.00 P.M.
Europe, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 12th inst., at 5 p.m. ...	Capri	Wednesday, 3rd, Printed Matter and Samples, 11.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O., 10.00 A.M. No late fee.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, (B.C.) SIBERIAN MAIL TO EUROPE	Empress of Japan	Wednesday, 3rd, 11.00 A.M. Letters, 5.00 P.M.

NOT MONEY LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

NOT—Mails for CANTON, WUCHOW and SAMSHU will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

W. H. ALLEN, SON & CO., LTD.,
QUEEN'S ENGINEERING WORKS, BEDFORD,
ENGLAND.

MANUFACTURERS OF:—
A.—Centrifugal Pumps (including Turbine Pumps) driven by Steam-Engines, Electric Motors or by Belt.

B.—Condensing Plants of the Surface and Jet Chamotter Driven by Steam-Engines, Electric Motors or in any other manner.

C.—Steam-Engines of the Open and Enclosed Type for Electric Lighting, Transmission of Power or for Driving by Belt.

D.—Continuous Current Dynamos and Motors.

E.—Centrifugal Fans for Forced or Induced Draft Driven by Steam-Engines, Electric Motors or by Belt.

F.—Allen Vertical Enclosed Air Compressors.

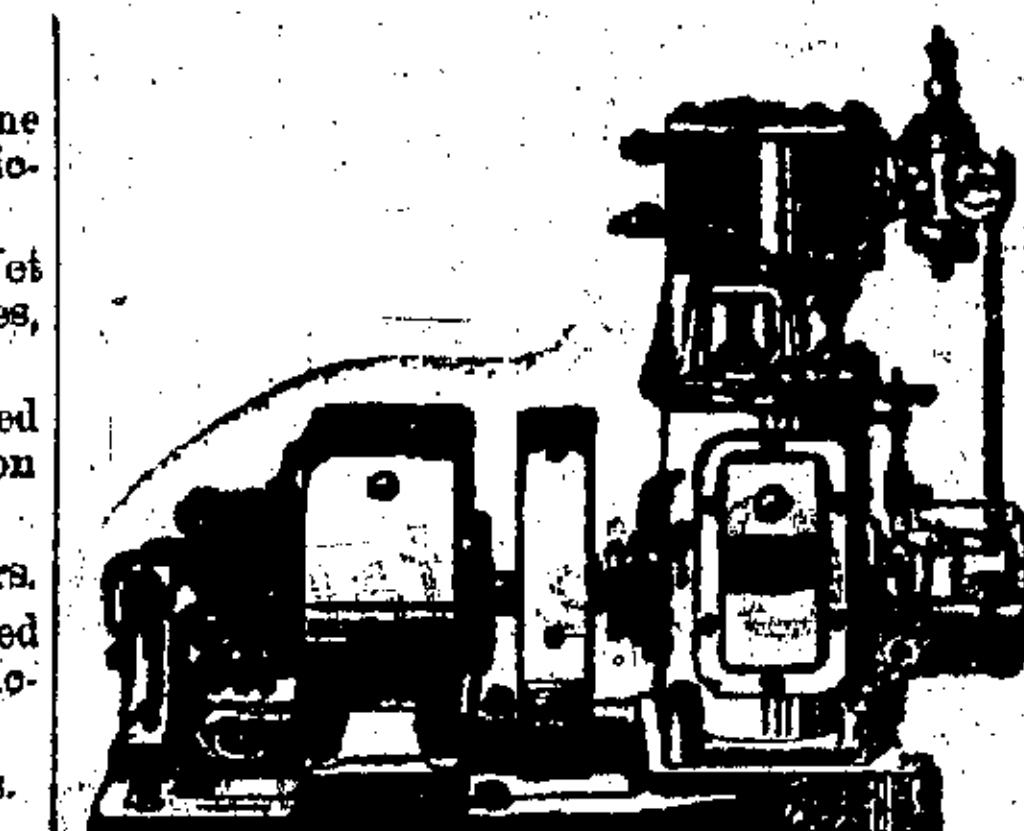
G.—Vertical Oil Engines.

H.—"Allen-Picard, Pictet" Water Turbines.

Full Details and Particulars of any of the above-mentioned Machinery.

Apply to:

WILLIAM C. JACK & CO., LTD.



AGENTS,
14, DES VOUX ROAD CENTRAL, HONGKONG.

COMMERCIAL

**EXCHANGE
CLOSING QUOTATIONS.**

May 1st.

ON LONDON:	Telegraphic Transfer	1.98
	Bank Bills, on demand	1.98
	Bank Bills, at 30 days' sight	1.98
	Bank Bills, at 4 months' sight	1.98
	Credits, at 4 months' sight	1.98
	Documentary Bills, 4 months' sight	1.98
ON PARIS:	Bank Bills, on demand	2.28
	Credits, at 4 months' sight	2.32
ON GERMANY:	On demand	1.84
ON NEW YORK:	Bank Bills, on demand	44
	Credits, at 60 days' sight	45
ON BOMBAY:	Telegraphic Transfer	1.54
	Bank, on demand	1.54
ON CALCUTTA:	Telegraphic Transfer	1.54
	Bank, on demand	1.54
ON SHANGHAI:	Bank, at sight	74
	Private, 30 days' sight	75
ON YOKOHAMA:	On demand	88
ON MANILA:	On demand—Fees	82
ON SINGAPORE:	On demand	77
ON BATAVIA:	On demand	103
ON HAIPHONG:	On demand	41
ON SAIGON:	On demand	77
ON BANGKOK:	On demand	65
SOVEREIGN, Bank's Buying Rate	\$11.00	
GOLD LEAF, 100 fine, per tael	\$57.40	
BAR SILVER, per oz.	24.4	

SUBSIDARY COINS.	
Chinese	20 cents pieces
	\$6.90 discount
Chinese	10
	\$7.25
Hongkong	20
	\$6.72
Hongkong	10
	\$6.95

SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 1ST, 1911.

STOCKS. NO. OF SHILLINGS. VALUE. PAID UP. CLOSING QUOTATIONS CASH.

BANKS.—	Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$90.00
	National Bank of China, Limited	99,925	\$7	26	\$88.50
	China Borneo Company, Limited	60,000	\$12	33	\$80, buyers
	China Light and Power Company, Limited	50,000	\$15	33	\$81, buyers
	China Provident, Loan & Mortgage Co., Limited	200,000	\$10	all	\$71, sellers
COTTON MILLS.—	Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
	Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	55	\$84, sellers
	International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 43.
	Leung-Kung-Mow C. Spin & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
	Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	\$74	86	82	buyers
DOCKS AND WHARVES.—	Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$82, sellers
	Hongkong Wharves & Dock Co., Ltd.	50,000	\$50	all	\$85.
	New Amoy Dock Co., Limited	10,000	\$63	all	\$86, buyers
	Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 65.
	Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85.
	Fenwick & Co., Limited	400,000	\$16	all	\$84.50, sellers
	Hongkong and China Co., Limited	7,000	\$10	all	\$21.25, r. div. sel.
	Hongkong Electric Co., Limited	60,000	\$10	all	\$11.50, r. sales
	Hongkong Hotel Company, Limited	8,000	\$50	25	\$7.50, r. sales
	Mauli Metropole Hotel Limited	15,000	Rs. 10	all	\$11.50, r. sales
	Hongkong Ice Company, Limited	50,000	\$25	all	\$11.
	Hongkong Hope Manufacturing Co., Limited	60,000	\$10	all	\$18.
	Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	87	\$7.25, buyers
INSURANCE.—	Canton Insurance Office Co., Limited	10,000	\$250	55	\$180.
	China Fire Insurance Co., Limited	20,000	\$100	82	\$120.
	China Traders Insurance Co., Limited	24,000	\$83.53	82	\$105, x div. buy.
	Hongkong Fire Insurance Co., Limited	8,000	\$250	55	\$33.00, sales
	North-China Insurance Co., Limited	10,000	\$15	25	Tls. 162.
	Union Insurance Society, Limited	12,400	\$250	100	\$915, x div. buy.
	Yangtze Insurance Association, Limited	12,000	\$100	89	\$190, buyers
LANDS AND BUILDINGS.—	Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$93, sellers
	Humphreys' Estate and Finance Co., Ltd.				